



Highway-Rail Grade Crossing Safety & Enforcement Manual

2002

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I. What Is Operation Lifesaver?



Operation Lifesaver is an active continuing public education program designed to reduce the number crashes, deaths, and injuries at highway-rail grade crossings and

on railroad rights-of-way. The three areas of concentration are education, engineering, and enforcement. To meet its lifesaving goals, the program strives to increase public awareness of the highway-rail crossing environment and improve driver and pedestrian behavior at these intersections by encouraging compliance with the traffic laws relating to crossing signs and signals.

This booklet seeks to assist law enforcement officers and other first responders to safely investigate those crashes when they do occur.

Additional copies are available free of charge by writing the Illinois Commerce Commission, Rail Safety Section, 527 East Capitol Avenue, Springfield, Illinois 62701, or by calling 217/782-7660 or visit the OLI website.

Helpful Resources:

Federal Railroad Administration

Office of Public Affairs 202/493-6024

Website: www.fra.dot.gov

Operation Lifesaver, Inc.

National Support Center 800/537-6224

Website: www.oli.org

Federal Highway Administration

Office of Public Affairs 202/366-0660

Website: www.fhwa.dot.gov

Federal Transit Administration

Office of Safety and Security 202/366-2896

Website: www.fta.dot.gov

National Highway Traffic Safety Administration

Office of Public Affairs 202/366-9550

National Transportation Safety Board

Central Regional Office 630/377-8177

Website: www.nts.gov

American Trucking Associations

Safety Policy Department 730/838-1847

II. State Statutes Pertaining to Highway-Rail Grade Crossings

5/11-1203. Moving heavy equipment at railroad grade crossings

(a) No person shall operate or move any crawler-type tractor, power shovel, derrick, roller, or any equipment or structure having a normal operating speed of 10 or less miles per hour, or, for such equipment with 18 feet or less distance between two adjacent axles, having a vertical body or load clearance of less than 9 inches above a level surface, or, for such equipment with more than 18 feet between two adjacent axles, having a vertical body or load clearance of less than $\frac{1}{2}$ inch per foot of distance between such adjacent axles above a level surface upon or across any tracks at a railroad grade crossing without first complying with this Section.



(b) Notice of any such intended crossing shall be given to a superintendent of such railroad and a reasonable time be given to such railroad to provide proper protection at such crossing.

(c) Before making any such crossing the person operating or moving any such vehicle or equipment shall first stop the same not less than 15 feet nor more than 50 feet from the nearest rail of such railway and while so stopped shall listen and look in both directions along such track for any approaching train and for signals indicating the approach of a train, and shall not proceed until the crossing can be made safely.

(d) No such crossing shall be made when warning is given by automatic signal or crossing gates or a flagman or otherwise of the immediate approach of a railroad train or car.

ARTICLE XII. SPECIAL STOPS REQUIRED

5/11-1201. Obedience to signal indicating approach of train

(a) Whenever any person driving a vehicle approaches a railroad grade crossing such person must exercise due care and caution as the existence of a railroad track across a highway is a warning of danger and under any of the circumstances stated in this Section, the driver shall

stop within 50 feet but not less than 15 feet from the nearest rail of the railroad and shall not proceed until he can do so safely. The foregoing requirements shall apply when:

1. A clearly visible electric or mechanical signal device gives warning of the immediate approach of a railroad train;
2. A crossing gate is lowered or a human flagman gives or continues to give a signal of the approach or passage of a railroad train;
3. A railroad train approaching a highway crossing emits a warning signal and such railroad train, by reason of its speed or nearness to such crossing, is an immediate hazard;
4. An approaching railroad train is plainly visible and is in hazardous proximity to such crossing;
5. A railroad train is approaching so closely that an immediate hazard is created.



- (b) No person shall drive any vehicle through, around, or under any crossing gate or barrier at a railroad crossing while such gate or barrier is closed or is being opened or closed.

(c) The Department, and local authorities with the approval of the Department, are hereby authorized to designate particularly dangerous highway grade crossings of railroads and to erect stop signs thereat. When such stop signs are erected the driver of any vehicle shall stop within 50 feet but not less than 15 feet from the nearest rail of such railroad and shall proceed only upon exercising due care.



(d) At any railroad grade crossing provided with railroad crossbuck signs, without automatic, electric, or mechanical signal devices, crossing gates, or a human flagman giving a signal of the approach or passage of a train, the driver of a vehicle shall in obedience to the railroad crossbuck sign, yield the right-of-way and slow down to a speed reasonable for the existing conditions and shall stop, if required for safety, at a clearly marked stopped line, or if no stop line, within 50 feet but not less than 15 feet from the nearest rail of the railroad and shall not proceed until he or

she can do so safely. If a driver is involved in a collision at a railroad crossing or interferes with the movement of a train after driving past the railroad crossbuck sign, the collision or interference is prima facie evidence of the driver's failure to yield right-of-way.

(d-5) No person may drive any vehicle through a railroad crossing if there is insufficient space to drive completely through the crossing without stopping.

(e) It is unlawful to violate any part of this Section. A first conviction of a person for a violation of any part of this Section shall result in a mandatory fine of \$250; all subsequent convictions of that person for any violation of any part of this Section shall each result in a mandatory fine of \$500.

(f) Corporate authorities of municipal corporations regulating operators of vehicles that fail to obey signals indicating the presence, approach, passage, or departure of a train shall impose fines as established in subsection (e) of this Section.

5/11-1011. Bridge and railroad signals

(a) No pedestrian shall enter or remain upon any bridge or approach thereto beyond the bridge signal, gate, or barrier after a bridge operation signal indication has been given.

(b) No pedestrian shall pass through, around, over, or under any crossing gate or barrier at a railroad grade crossing or bridge while such gate or barrier is closed or is being opened or closed.

(c) No pedestrian shall enter, remain upon or traverse over a railroad grade crossing or pedestrian walkway crossing a railroad track when an audible bell or clearly visible electric or mechanical signal device is operational giving warning of the presence, approach, passage, or departure of a railroad train.

(d) A violation of any part of this Section shall result in a fine.

(e) Local authorities shall impose fines as established in subsection (d) for pedestrians who fail to obey signals indicating the presence, approach, passage, or departure of a train.

5/11-1202. Certain vehicles must stop at all railroad grade crossings

(a) The driver of any of the following vehicles shall, before crossing a railroad track or tracks at grade, stop such

vehicle within 50 feet but not less than 15 feet from the nearest rail and, while so stopped shall listen and look for the approach of a train and shall not proceed until such movement can be made with safety.

1. Any second division vehicle carrying passengers for hire;
2. Any bus that meets all of the special requirements for school buses in Sections 12-801, 12-803 and 12-805 of this Code;
3. Any other vehicle which is required by Federal or State law to be placarded when carrying as a cargo or part of a cargo hazardous material as defined in the "Illinois Hazardous Materials Transportation Act".¹ After stopping as required in this Section, the driver shall proceed only in a gear not requiring a change of gears during the crossing, and the driver shall not shift gears while crossing the track or tracks.



(b) This Section shall not apply:

1. At any railroad grade crossing where traffic is controlled by a police officer or flag person;
2. At any railroad grade crossing controlled by a functioning traffic-control signal transmitting a green indication which, under law, permits the vehicle to proceed across the railroad tracks without slowing or stopping, except that subsection (a) shall apply to any school bus;
3. At any streetcar grade crossing within a business or residence district; or
4. At any abandoned, industrial or spur track railroad grade crossing designated as exempt by the Illinois Commerce Commission and marked with an official sign as authorized in the State Manual on Uniform Traffic Control Devices for Streets and Highways.

¹ 430 ILCS 30/1 et seq.

Highway/Rail Grade Crossing Blockage



It is unlawful in Illinois for a railroad to permit any train, railroad car or engine to obstruct public travel at a highway-rail grade crossing for a period in excess of ten minutes, except where the train is continuously moving or cannot be moved due to circumstances beyond the railroad's control. 625 ILCS 5/18c-7402(b) (1998).

Every railroad has the responsibility to operate in such a manner as to minimize obstructions of emergency vehicles at crossings. If any such obstruction occurs and the train crew is aware of the obstruction, the crew is to take immediate action, consistent with safe operating procedures, to remedy the situation. 625 ILCS 5/18c-7402 (a) (1998).

Penalty

A violation is a petty offense and a fine is affixed of not less than two hundred nor more than five hundred dollars if the duration of the obstruction is in excess of ten minutes but no longer than fifteen minutes. If the duration exceeds fifteen minutes, the violation shall be a business offense and the following fines may be imposed:

1. If the duration of the obstruction is in excess of fifteen minutes but no longer than twenty minutes, the fine is five hundred dollars.
2. If the duration is in excess of twenty minutes but no longer than twenty-five minutes, the fine shall be seven hundred dollars.
3. If the duration is in excess of twenty-five minutes, but no longer than thirty minutes, the fine shall be nine hundred dollars.
4. If the duration is in excess of thirty minutes but no longer than thirty-five minutes, the fine shall be one thousand dollars.
5. If the duration of the obstruction is in excess of thirty-five minutes, the fine shall be one thousand dollars plus an additional five hundred dollars for each five minutes of obstruction in excess of twenty-five minutes. ILCS 5/18c-7402 (1998).

III. Laws Governing Railroad Employees Involved in Railroad Accidents

Trains involved in fatalities and collisions involving a motor vehicle or other highway conveyance where roadways cross railroad lines are governed by federal laws and regulations, and they are not subject to state or local highway laws.



Railroad employees involved in accidents at grade crossings or other locations have no

obligation to submit to a breath or toxicological test requested by a state or local law enforcement authority, unless the authority has specific cause to believe a particular individual they wish to test has committed a criminal law violation.

Section 20106 of Title 49 of the United States Code (*previously Section 205 of the Federal Railroad Safety Act of 1970*) prohibits states from adopting laws with respect to railroad safety if the United States Department of Transportation has adopted standards governing the subject matter, unless the state requirement is necessary to deal with a unique local problem and is not incompatible with the federal standards.

Localities are not permitted to adopt laws with respect to railroad safety under any circumstances. **The federal regulatory authority has been delegated to the Federal Railroad Administration (FRA).**

They govern who must be tested and who may not be tested, and also prescribe precise standards and procedures that must be followed in performing testing. In adopting these regulations, **the FRA specifically determined that, in the absence of reasonable cause to believe a particular individual is impaired based on his appearance or behavior, train crews should not be required to submit to testing in connection with the collision of a train or a motor vehicle or other highway conveyance at a rail/highway grade crossing. (See 49 C.F.R. 219.201 (b)).**

In addition, testing is normally not permitted when a train hits a person on the railroad's right-of-way. Section 219.13 specifies that the regulations in Part 219 of 49 C.F.R. have the preemptive effect contemplated by Section 20106 of Title 49 of the United States Code, and **therefore, states and localities may not adopt laws requiring employees to submit to testing after an accident that does not involve reckless conduct in violation of criminal law.**

State and local law enforcement authorities can call the Federal Railroad Administration Office in Chicago at 312/353-6203 to obtain further information concerning the permissible treatment of railroad employees involved in an accident.

Attached are some examples of Engineer Certificates, which

THIS CERTIFICATE IS VALID FOR 30 MONTHS FROM DATE OF ISSUANCE.



Train Engineer

**FOR ISSUES REGARDING DRUG AND ALCOHOL
TESTING OR MOTOR VEHICLE DRIVER'S
LICENSE CONTACT:**

Safety and Rules Department (312)322-2810

Transportation Department (312)322-8999

NOTICE

THE OPERATOR AT THE CONTROLS OF THIS LOCOMOTIVE IS LICENSED BY METRA UNDER THE CODE OF FEDERAL REGULATIONS REGARDING TRANSPORTATION (49 CFR PART 240).

THE OPERATOR MUST HAVE A CERTIFICATE ISSUED BY METRA ON THEIR PERSON, WHICH CAN BE USED FOR THE PURPOSE OF IDENTIFICATION. THE ENGINEER IS NOT REQUIRED TO CARRY A MOTOR VEHICLE DRIVER'S LICENSE WHEN OPERATING THIS TRAIN.

DRUG AND ALCOHOL TESTING OF CERTIFIED ENGINEERS IS CONDUCTED BY METRA UNDER THE PROVISIONS OF FEDERAL REGULATIONS 49 CFR PART 219. INCIDENTS INVOLVING GRADE CROSSING AND TRESPASSER ACCIDENTS ARE EXCLUDED FROM TESTING AS PRESCRIBED BY 49 CFR PART 219.201(b).

IV. What to do if a Crossing Collision Occurs

Following is a copy of the Grade Crossing Collision Investigation Checklist. To assist in your investigation, please keep in mind the following information:

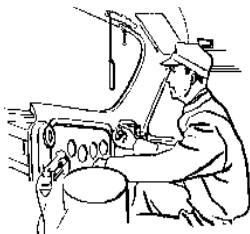
The engineer is the person operating the train.

The conductor is in charge of the train.

Locomotive engineers are NOT required to have a motor vehicle operators' license while operating a locomotive. Instead,

the engineer must display a Federal Certification Card.

Always be aware of the possibility of a hazardous material incident.



GRADE CROSSING COLLISION INVESTIGATION CHECKLIST

Engineer Information:

- ☒ Name
- ☒ Address
- ☒ DOB
- ☒ Phone
- ☒ Time of Collision
- ☒ Train Speed Estimate at Collision

(Operators license number not required on accident report)

Conductor Information:

- ☒ Name
- ☒ Address
- ☒ DOB
- ☒ Phone

(Operators license number not required on accident report)

Train Information:

- ☒ Lead engine number
- ☒ Train ID number *(from Conductor)*
- ☒ Number of cars in train
- ☒ Railroad Co. name/address *(owns tracks)*
- ☒ Name of Railroad Co. operating train
- ☒ Additional crewmembers

Engine Information:

- ☒ Headlight working?
- ☒ Horn working?
- ☒ Bell working?

Miscellaneous Information:

- ☒ RR Car number on crossing?
- ☒ Distance to last RR car from POI?
- ☒ Witnesses

AT THIS POINT, IF NO FURTHER INFORMATION IS REQUIRED, CONSIDER RELEASING THE TRAIN

Crossing Signals:

- ☒ Light/gate bell combination?
- ☒ Light/bell combination?
- ☒ Passive warning (*crossbucks*)?
- ☒ Wig-wag type?
- ☒ Lights flashing/bells ringing your arrival?
- ☒ Crossing gates down?

(If devices not working your arrival, explain)

Other Crossing Characteristics:

- ☒ Advance warning signs in place?*
- ☒ *Distance from this sign to nearest rail?
- ☒ Crossing surface (rubber, asphalt, etc.)
- ☒ Pavement markings?
- ☒ DOT/AAR crossing ID number?
- ☒ Width of right-of-way (ft)?
- ☒ Visual obstructions on driver approach?
- ☒ Citation given if warranted (FTY, FTS, etc.)?

Accurately report vehicular crashes involving trains on the Illinois Traffic Crash Report is essential to the grade crossing safety experts. The following is a copy of the Illinois Traffic Crash Report.

[illegible]

ILLINOIS TRAFFIC CRASH REPORT

DATE	TIME	TYPE	WEAT	DATA	VB	VR	VRD	LEST	COLL	MAV	PRK	PL
1-12	1-12	1-12	1-12	1-12	1-12	1-12	1-12	1-12	1-12	1-12	1-12	1-12

APPARENT PHYSICAL CONDITION (APAC)

1 Normal
2 Impaired - alcohol
3 Impaired - drugs
4 Impaired - alcohol/drugs
5 Medication
6 Had been drinking
7 Fatigued
8 Other/Unknown

SEATING POSITION (SEAT)

1 Driver
2 Front passenger
3 Rear passenger
4 Other/Unknown

SAFETY EQUIPMENT USED (SEAT)

1 None present
2 Seat belt used
3 Seat belt not used
4 Harness used
5 Harness not used
6 Child restraint used
7 Child restraint used improperly
8 Child restraint not used
9 Unknown/NA

AIR BAG DEPLOYED (AIR)

1 - with seat belt
2 - without seat belt
3 Unknown/NA

INJURY CLASS (INJ)

1 Fatal
2 Non-injuring injury
3 Non-injuring injury reported, not evident
4 No indication of injury

PED / BIKE VISIBILITY (PEBV)

1 No contrasting clothing
2 Contrasting clothing
3 Reflective material
4 Other light source used

DRIVER VISION (VIS)

1 Not obscured
2 Windshield (water/ice)
3 Trees, plants
4 Buildings
5 Embankment
6 Signboard
7 Railroad
8 Parked vehicles
9 Moving vehicles
10 Blinded - headlights
11 Blinded - sunlight
12 Blowing materials
13 Other
99 Unknown

DRIVER ACTION (DVA)

1 None
2 Failed to yield
3 Obstructed control devices
4 Too fast for conditions
5 Improper lane change
6 Wrong vehicle
7 Followed too closely
8 Improper change

VEHICLE DEFECTS (VEH)

1 None
2 Brakes
3 Steering
4 Highbeam/washer
5 Suspension
6 Tires
7 Exhaust
8 Lights
9 Windshield
10 Wiper system
11 Horn
12 Horn system
13 Clutch
14 Gear
15 Other
99 Unknown

TRAFFICWAY DESCRIPTION (TRFD)

Two-way
1 - not divided
2 - divided, no median barrier
3 - divided, median barrier
4 - center turn lane
5 One-way or ramp
6 Alley or driveway
7 Parking lot
8 Other
9 Unknown

ALIGNMENT (ALIGN)

1 Straight and level
2 Curve on grade
3 Straight on flat
4 Curve on grade
5 Curve on flat
6 Curve on rise/fall

ROADWAY SURFACE CONDITION (RSC)

1 Dry
2 Wet
3 Snow or slush
4 Ice
5 Sand, mud, dirt
6 Other
9 Unknown

ROAD DEFECTS (RDEF)

1 No defects
2 Construction zone
3 Maintenance zone
4 Utility work zone
5 Work zone - unk
6 Shoulders
7 Rut, holes
8 Worn surface
9 Debris on roadway
10 Other
99 Unknown

DRIVER BAG TEST RESULT (BAGT)

1 BAC or
2 Test refused
3 Test not offered
4 Test performed
5 Results unknown

If drug test was given, put in the narrative

DRIVER ACTION (DVA)

9 Improper backing
10 Improper passing
11 Improper parking
12 License restriction
13 Stopped school bus
14 Emergency vehicle on call
15 Evading police vehicle
16 Other
99 Unknown

EJECTION OR EXTRICATION (EJECT)

1 None
2 Ejector ejected
3 Parachute ejected
4 Trapped/deceased
5 Unknown

PASSENGER, WITNESS, INJURED PERSON

UNIT NO. DATE OF BIRTH FULL NAME, ADDRESS, TELEPHONE TAKEN TO (hospital) EMS RUN NUMBER or AGENCY NAME

TEMPLATE 2

IF YES, COMPLETE COMMERCIAL VEHICLE AREA ON BACK OF FORM

Be sure to include—{Narrative List}.

- ☒ DOT Number of Crossing
- ☒ Vehicle #2 was a train
- ☒ Approximate train speed
- ☒ Train Number
- ☒ Lead Engine #
- ☒ Number Engines
- ☒ Number of Railcars
- ☒ Headlight Working
- ☒ "Ditch" Light Working
- ☒ Bell Sounding On Engine
- ☒ List crossing warning devices if equipped, to include round yellow advance warning sign; pavement marking, crossbuck; flashing lights; overhead lights, bell (*at crossing*) and gates. Describe if working or not.



List any other conditions not found in boxes, in the narrative portion.

VI. How To Stop A Train In An Emergency

When, in case of emergency, a train should be stopped to avoid a threat to life or property, contact the railroad dispatcher first. A listing of the railroads and their 24-hour emergency telephone numbers is included in this manual.

If it is necessary to stop a train by flagging, remember that a train takes much longer to stop than an automobile. A freight train traveling at 60 miles per hour could take up to 1 ½ miles to stop, while one traveling at only 30 miles per hour could take 2/3 of a mile to stop. An officer intending to stop a train must be at least the train's stopping distance from the hazard before signaling the engineer. If time permits, always assume the greatest distance.

Do not stop your patrol car on the tracks.

Park your car nearby, turn on the emergency light to attract attention, the position yourself near the tracks. The universal railroad stop signal is a lighted flare, swung slowly back and forth horizontally across your body. The locomotive engineer will stop the train as quickly as possible. If it is impossible to use a highway flare, a flashlight may be used at night, or a brightly colored object in the daytime. However, a flare should be used whenever possible, day or night.

VII. Highway-Rail Grade Crossing Signal Malfunctions

Automatic crossing warning signals such as flashing light, gates and bells are designed to activate whenever a train approaches a highway-rail grade crossing. Operating times may vary depending on the type of control equipment used.



Occasional problems may develop which cause the signal to activate in a fail-safe manner so the signal will function even if no train is approaching the crossing. In less than one percent of the time, however, a failure of the system may occur in which there is minimal or no warning time before the train reaches the crossing.

A frequent cause of highway-rail crossing signal failures is vandalism. Police officers can assist by watching for trespassers or incidents of vandalism along the tracks, such as tampering with signal housings. Crossing signals should be observed for shattered lenses, which could reduce warning effectiveness substantially.

If you encounter problems with the railroad's failure to repair signals/gates, you may call the Illinois Commerce Commission, Rail Safety Section at 217/782-7660.

How to Identify a Crossing.

The Association of American Railroads and the U.S. Department of Transportation developed a crossing identification system jointly. This system gives each at-grade and separated crossing a unique identify by the assignment of an inventory number. The number, composed of six numerals and one letter, is usually attached to the crossbuck or signal mast. The abbreviation of the railroad responsible for the trackage that crossing may be found above the number. This number should be included in your report.

U.S. DOT crossing inventory number affixed to active warning device crossing.



U.S. DOT crossing inventory number affixed to signal bungalow on relay house.



In case of a crossing emergency:

- ⇒ Locate the 800 number placard in close proximity to the crossing if available.
- ⇒ Notify railroad of crossing DOT number and milepost location.
- ⇒ Inform dispatcher as to the nature of the emergency. They will contact nearby train crew, if train needs to be stopped.

VIII. General Procedures for Hazardous Material Incidents

INITIAL RESPONSE OF FIRST ON SCENE

Be aware that any rail incident can involve hazardous materials. Not all hazardous material rail cars or truck trailers will be placarded. Some are not required to be marked while others may be improperly placarded.

Be Alert and Cautious at any incident as hazardous material may be involved.

Have your dispatcher obtain as much information from the train dispatcher prior to your arrival at the scene:

- ⇒ Look for signs that hazardous material may be present
- ⇒ Stay uphill and upwind from the incident
- ⇒ Isolate the area
- ⇒ Do not walk into, touch, or inhale any of the released material
- ⇒ Attempt to identify the product either by placard or waybill information from train crew
- ⇒ Request additional assistance



Expert advice and assistance can be obtained by calling CHEMTREC, 1-800-424-9300. CHEMTREC can usually provide hazard information warnings and guidance when given the name of the product and the nature of the problem. *These general procedures are suggested guidelines for the initial response phase and are not intended to be anything else.*

Fire Department

- ⇒ The fire department personnel shall assume control of the incident and take whatever action necessary to contain the material.



Only after you obtain knowledge of material involved:

- ⇒ Rescue injured. Remove them to safe area if in danger and administer first aid.
- ⇒ Keep all ignition sources away from area.
- ⇒ Protect life and property. This phase may require evacuation of people from area. The recommended distance is a minimum of 2,000 feet. The course of action to be taken depends on conditions and the materials involved.
- ⇒ Contact the railroad to obtain any necessary information pertaining to the hazardous material. Determine the railroad's response procedures and secure their involvement and expertise in the decision-making process concerning this incident.

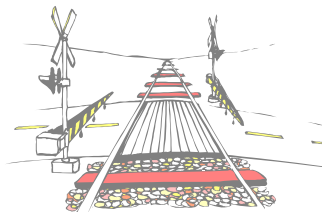
IX. General Railroad Safety Procedures

Here are basic railroad safety procedures that should always be followed to avoid unsafe situations.

Stay off the tracks.

Always expect a train.

Trains can move on any track, in either direction, at any time. Even if you see one train pass, stay alert and expect another train.



Do not walk near the tracks, except in an emergency. If you must go near the tracks, always walk at least 15 feet outside of the tracks.

Never step on the rails when crossing the tracks. They are slippery, especially when wet.

Step clear of any switch or apparatus on the tracks.

Railroad switches and sidings are controlled from a centralized system many miles away; switches can move quickly without warning and could trap or injure hands and feet.

Stay at least 15 feet away from all train equipment. Do not lean on trains or locomotives.

Stand clear of passing trains.

Stay away from downed signal wires or electric overhead wires –at least 15 feet.

Do not climb under or between train cars.

Do not park within 15 feet of the railroad tracks.

Keep a constant lookout for approaching trains.

Trains can take over a mile to stop; emergency lights **CANNOT** stop a train at the scene. After obtaining permission from the conductor to cross through a standing train, choose a railcar with crossover platform and handhold. Maintain a firm grip; be prepared for

railcar movement. Do not step on coupler or uncoupler lever.

Never go on top of electric trains, under trains powered by third rail, or any other equipment under catenary wires.

Do not spray water at or near catenary wires or power facilities.

Wait, for a qualified railroad employee to ground electricity.

If an electric wire or a victim is in water, do not step into the water.

Do not touch any live wire, third rail, or a person in contact with a live wire.

Keep hands at least 15 feet from a person in contact with a live wire.

Keep clear of wires and power stations. Always maintain at least 15 feet of clearance between the electrification system and personnel or equipment.

Follow rescue procedures for electric shock and emergency medical treatment.

Enforcement Programs Offered Locally in Illinois

1. Officer on the Train – If interested in this program, please contact the railroad special police. This program has officers ride in a cab of a locomotive and spot violations of the grade crossing laws. The violators are then issued tickets.

2. Grade Crossing Collision Investigation Course - A course designed to equip law enforcement officers with the knowledge of how to investigate a crossing collision. Since this is unique type of traffic collision, information is provided in the course to help bridge the communication gap. Course length can vary from 4 hours to 16 hours and POST-approved continuing education hours are earned. This course is offered free of charge periodically around the state.

If either of the two above programs are of interest to you, contact the director of the local multi-training unit office.

X. EMERGENCY PHONE NUMBERS

The numbers listed are restricted for
EMERGENCY USE ONLY.
DO NOT USE FOR NON-EMERGENCY CONTACT!!

Alton & Southern Railway Company	
General Yard Master	618/482-7774
Yard Master	618/482-7763
Aurora, Elgin & Fox River Electric Company	
Operations	630/357-4653
Baltimore & Ohio Chicago Terminal RR Co.	
Police Communication Center	800/232-0144
Belt Railway Company of Chicago	
Dispatcher	708/496-4104
	or 708/496-4105
Bloomer Line	
Answering Machine Operations Mgr.	217/784-4923
Burlington Northern Santa Fe Corp	
Resource Center	800/333-2383
Chicago & Western Indiana RR Co.	
UP Crossing Hot Line	800/848-8715
Chicago, Central & Pacific RR Co.	
Hot Line	877/333-7989
Chicago Heights Terminal Transfer RR Co.	
UP Crossing Hot Line	800/848-8715
	780/472-3087
Chicago, Peoria & Western Railway Co.	
Main Operations M-F 7am—5pm	708-563-5308
Chicago Rail Link (LaSalle & Bureau Cty.)	
6am—9pm (No 24 hr number)	773-721-4000
(after 9pm goes to voice mail)	
Chicago Short Line Railway Co.	
Trainmaster	773/768-6405
Chicago, South Shore & South Bend RR	
Dispatcher	800/873-1486
	ext. 229
Chicago, W. Pullman & Southern RR Co.	
(Now Chicago Rail Link)	773/721-4000
6am-9pm (No 24 hr number)	
(after 9pm goes to voicemail)	
Chicago Union Station Company	
Operations	312/683-2105
Consolidated Rail Corporation	
Supv. Train Operations/Dearborn	313/323-5806
(Norfolk Southern Railway Co.)	

Crab Orchard & Egyptian Railroad	
Work Hours	618/993-5769
After Hours	618/964-1950
Crystal Car Line, Inc.	
Main Operations	708/563-5308
CSX Transportation, Inc.	
Police Communication Center	800/232-0144
Decatur Junction Railway Co.	
Office Hours (7am-3:30pm)	217/226-4375
Randy Bennett, Gen. Mgr. Pager (Pin# 093092)	800/443-7243
Greg Gilmore, Track Structures	309/697-1400
Orvil Cox, Supt. Of Trans	309/697-1400
E. St. Louis Junction Railroad Co.	
Main Operations	618/274-6400
Eastern Illinois Railroad Co.	
8am-3pm M-F (No 24 hr #)	217/345-4832
Effingham Railroad Company	
Office Hours (8am-5pm)	618/283-2268
Charles Barenfanger (Home#)	618/283-4507
Paulette Kelly (Home#)	618/283-1485
Elgin, Joliet & Eastern Railway Co.	
Chief	815/740-6743
Asst.	815/740-6742
Gateway Eastern Railway Co.	
Dispatcher	800/232-4997
Gateway Western Railway Co.	
Dispatcher	800/232-4997
Grand Trunk Western Railroad In.	
(CN North America) Police Dept.	800/465-9239
Illinois Central Railroad Co.	
Network Operations Mgr	708/206-6750
Dir. Network Operations	708/206-6755
Hot Line	888/779-2084
Illinois & Midland Railroad, Inc.	
Dispatcher	217/788-8640
Illinois Railnet	
Signal Supv. Pager	888/913-5217
I & M Rail Link, LLC	
Dispatcher	406/523-1511
Illinois Western Railroad Co.	
Office Hrs. (8am-5pm)	618/283-2268
Charles Barenfanger (Home#)	618/283-4507
Paulette Kelly (Home#)	618/283-1485
Indiana Harbor Belt Railroad Co.	

Transportation Desk	219/989-4802
Indiana Rail Road Company, The	
6am-6pm Dispatcher	800/677-1985
6pm-6am Dispatcher	888/830-6280
Iowa Interstate Railroad, Ltd.	
Dispatcher	800/321-3891
Joliet Junction Railroad, Inc.	
After hrs. goes to answering machine	815/467-3030
Joppa & Eastern Railroad Co.	
8am-5pm (after hrs. goes to answering machine)	618-543-7531 ext. 211
Kankakee, Beaverville & Southern RR	
7am-5pm	815/486-7260
	or 815/486-7261
Kevin Stroo/President (Home#)	815/472-6056
Keokuk Junction Railway	
7am-3:30pm	319-524-7313
Paul Lofton/Gen. Mgr. Pager (Pin # 105329)	800/365-7789
Manufacturer's Junction Railway Co	
Main Office	708/863-1717
Manufacturers Railway Co.	
Yard Master	314-773-1602
Metra	
Police Dispatch	312-322-2800
Crossing Hotline	877-Fix Gate (349-4283)
Norfolk Southern Railway Co.	
Police Communications Disp	800/453-2530
Both Nos.	800/680-0400
Northern Indiana Commuter Transportation	
Chief Dispatcher	219/874-4221 ext. 235
Paducah& Illinois Railroad Co.	
Dispatcher	708/206-6750
Peoria & Pekin Union Railway Co.	
Chief Dispatcher	309/694-8612
Shawnee Terminal Railway	
8am-4pm	618/734-2190
Mike Parker/Gen.Mgr. (Home#)	618/993-8707
SOO Line Railroad Company (CP Rail)	
Dispatcher	800/766-4357
Southern Illinois & Missouri Bridge Co.	
Dispatcher	402/636-7158
Terminal Railroad Assoc. of St. Louis	
Merchants Chief Disp	618/451-8478

Westbelt Chief Disp	618/451-8474
Toledo, Peoria & Western Railway Corp.	
Make appropriate selection	
from recording	309/698-2600
Total Logistic Control, LLC	
(formerly Rochelle RR)	815/562-2350
Main Office	ext. 112
Union Pacific Railroad Co.	
(Also CHTT/CNW/CWI/MP/SPCSL/SSW)	
Crossing Hot Line	800/848-8715
Vandalia Railroad Co.	
7am-3:30pm	618/283-2452
Patrick Randolph/Gen.Mgr. Pager	800/612-5749
Wisconsin Central, Ltd.	
	715/345-2461
Chief Dispatcher	800/616-3432
Wisconsin & Southern Railroad Co.	
Dispatcher—6am-8pm M-Sat	414/438-8835
(No one available on Sundays)	

NOTES:



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